

IN WESTERN CANADA

"He Who Will and Does Work Will Not Want."

As in the United States it is said, that the Mennonites in Canada are very much oppressed, and have to suffer from a great deal (on account of the War in Europe) and I have been requested to write something about this. I will do so.

I came with my parents A. D. 1874, from Southern Russia to America, South Dakota, and A. D. 1907 I came with my family

here to Western Canada, here we have found a healthy climate; the acre yields on an average more and wheat is better than in South Dakota. What concerns the Government, up to now we have had a good one, have been able to live according to our creed and have not been oppressed in any way, and I believe: All Mennonites, who live according to the fundamental beliefs of the Mennonites and to God's word, as their guide, will agree with me.

He, who, here in Canada, will and does work, will not want. So much as an answer.

Remain your friend,
(Sgd.) DIEDRICH GOOSSEN.

Very few farmers cultivate the habit of keeping careful accounts of their receipts and expenditures, showing at the end of the year a balance, either for or against. The farmer of Western Canada is no exception to this. It is felt if more careful book-keeping were resorted to there that much better results would be obtained and shown.

There is the case of the Crowfoot Farming Co., of Crowfoot, Alberta. Statistical Statement Shows a Dividend of 58% in 1915.

It has just issued a certified statement of its operations for the years 1912, 1913, 1914 and 1915. This Company has had for the past few years about 1300 acres in wheat and between 200 and 250 in oats. The total operating and general expenses for 1912, including interest at 6% and depreciation at 15%, were \$12,587, for 1913 \$17,506, for 1914 \$31,589.87 and for 1915, \$29,804.43. Expense per acre of land in crop was \$7.80 in 1912, \$11.57 in 1913, \$11.70 in 1914, and \$17.87 in 1915. Total receipts were \$15,531 in 1912, \$30,661 in 1913, \$31,589.87 in 1914, and \$62,520.26 in 1915. The percentage earned upon capital invested was 6 1/2% in 1912, 30% in 1913, 23 1/3% in 1914, and 50% in 1915, in which year it paid a cash dividend of 58%.

The Company's statement shows that the average date of finishing seeding was April 20th; the average date commenced cutting was August 18th.—Advertisement.

Hers Failed Him.

"So poor Tom died of heart failure."

"Yes; his girl jilted him and he committed suicide."—Boston Evening Transcript.

SALTS IF BACKACHY OR KIDNEYS TROUBLE YOU

Eat Less Meat if Your Kidneys Aren't Acting Right or If Back Hurts or Bladder Bothers You.

When you wake up with backache and dull misery in the kidney region it generally means you have been eating too much meat, says a well-known authority. Meat forms uric acid which overworks the kidneys in their effort to filter it from the blood and they become sort of paralyzed and loggy. When your kidneys get sluggish and clog you must relieve them like you relieve your bowels; removing all the body's urinous waste, else you have backache, sick headache, dizzy spells; your stomach sour, tongue is coated, and when the weather is bad you have rheumatic twinges. The urine is cloudy, full of sediment, channels often get sore, water scalds and you are obliged to seek relief two or three times during the night.

Either consult a good, reliable physician at once or get from your pharmacist about four ounces of Jad Salts; take a tablespoonful in a glass of water before breakfast for a few days and your kidneys will then act fine. This famous salts is made from the acid of grapes and lemon juice, combined with lithia, and has been used for generations to clean and stimulate sluggish kidneys, also to neutralize acids in the urine so it no longer irritates, thus ending bladder weakness. Jad Salts is a life saver for regular meat eaters. It is inexpensive, cannot injure and makes a delightful, effervescent lithia-water drink.—Adv.

Nothing succeeds like the efforts of a woman to be disagreeable.

An excuse nearly always goes lame in the home stretch.

Maintaining Bond-Built Roads

Make Ample Provision for Upkeep—Analysis of State Highway Reports on Cost of Maintenance

(Prepared by the U. S. Department of Agriculture)



Traction Engine and Train, Atlanta, Ga.

The problem of maintaining highways constructed with borrowed money should be given as much consideration as is devoted to the more permanent features of the roadbed. It has not been customary for officials to face frankly the cost of the maintenance and repair of bond-built highways at the time the bonds are issued and before construction begins. As a matter of fact, investigations made by the department show that in the majority of cases where bonds have been issued by local authorities there has been no provision whatever for maintaining the roads when built. This is perhaps the greatest defect in the method of building highways by issuing bonds.

Maintenance is necessary in order to insure to the community the maximum economic service by the road, and also to preserve the investment. The cost of maintenance and repairs must, therefore, be studied at the outset. In the absence of general data, the reports on maintenance from states which have highway departments should be of interest to county officers preparing to issue road-building bonds.

Cost of Maintenance.

The following opinions as to maintenance cost represent the results of careful analyses of state highway reports, as well as much first-hand information gathered by the department's specialists:

Well-constructed gravel roads will sometimes sustain several years of farm traffic without showing marked deterioration, even when there has been no maintenance. Such roads sometimes actually improve during the second season; more frequently, however, they show ruts or chuck holes. It cannot be expected that the average life of a gravel surface will be greater than that of a macadam surface, which in the New England and eastern states is between six and seven years. If a sum equal to two-thirds of the original cost of the gravel surface itself is provided for renewals at six-year intervals, it should be estimated at from \$150 to \$250 per mile per year. If \$30 is then allowed for annual dragging and small repairs, the total annual cost of repair and maintenance for gravel roads would be from \$180 to \$280 per mile. The annual cost of maintenance alone is sometimes below \$30. In Bennington county, Vt., during 1912, 175 miles of gravel roads were maintained at a cost of \$20.70 per mile. The annual cost of maintenance and repair on sand-clay roads, including all necessary resurfacing at periodic intervals, should not be fixed at less than 10 per cent of the original cost.

What Figures Show.

The cost of repair and maintenance for water-bound macadam roads has been determined with considerable exactness from Massachusetts figures and checked by resurfacing charges in other states and in Germany. Prior to 1913, from \$100 to \$125 per year ordinarily paid for necessary small repairs, such as patching, cleaning culverts, etc., and from \$400 to \$425 per year was the necessary annual charge in order to resurface at periods varying from six to seven years. The sum of \$525 per mile, on an average, should therefore maintain macadam roads if changes and increases of traffic are not excessive. It must

be understood, however, that in many instances where macadam sufficed for the volume and character of traffic prior to 1906, it will not withstand the action of the motor vehicle traffic which has developed since that time.

Many miles of ordinary or water-bound macadam road have been resurfaced with bituminous materials, and many miles of new bituminous-macadam have been constructed. The logical maintenance of such highways is a surface treatment with bituminous material and rock screenings, clean gravel, or sharp sand. The cost of such surface treatment is from 4 to 12 cents per square yard, and it may be expected to last from one to three years, according to the density of traffic and the success of the application. Theoretically, perfect surface treatment would constitute absolute maintenance for a bituminous-macadam road. Such maintenance is seldom or never realized and bituminous-macadam roads doubtless require resurfacing at intervals. The cost of such resurfacing is not yet known.

Repair and Maintenance.

The average cost for repair and maintenance of 7,300 miles of highway in Connecticut, Massachusetts, New York, New Jersey and Rhode Island, for the year 1912, was about \$800 per mile. A large part of this money was expended for bituminous resurfacing and bituminous surface treatment. There is some question whether the expenditure correctly measures the average cost of repairing and maintaining bituminous-macadam roads. In the state of New York, however, for the years 1911 and 1912 the average cost for repair and maintenance was \$724 per mile upon a total average of 2,861 miles. The annual cost of repair and maintenance on Massachusetts state roads for the years 1910, 1911 and 1912 was, respectively, \$642, \$647 and \$676 per mile for about 850 miles. For the most part these figures for New York and Massachusetts represent the cost per mile of resurfacing with bituminous material and of maintaining bituminous-macadam and water-bound macadam roads by surface treatment with bituminous material. It is clear, therefore, that for heavy traffic trunk line roads \$700 per mile is not an excessive estimate at present for the annual cost of all repair and maintenance on bituminous-macadam roads.

Phenomenal Progress.

The last 25 years have been years of phenomenal progress in material advancement, in science and invention, yet we are only on the threshold. Incredible as our comforts and conveniences of today, now commonplace to us, would have seemed to the people of the '80s, the children of the present may live to look back to the years of the great war as being as unenlightened as we regard the days when the electric lamp, the trolley and the telephone were unknown. Industries yet undreamed of may by then be furnishing employment to millions and earning incomes mounting into the billions.

Build Them Now.

Some day we will be unanimously of the opinion that the way to save money on roads is to build them now. The cost per ton mile for hauling on hard-surfaced roads should not exceed 13 cents.

OVEN MUST BE JUST RIGHT

Faults of Cookery That Have to Be Remedied by the Most Careful Attention.

"This would be a fine cake if only my oven had been just right." How often have you heard a friend make that remark and agreed with her too, but did either of you know what that "just right" meant?

Uniformity of heat is a most important feature in successful baking. It requires skill to obtain just the right heat. Not so very long ago a great bread bakery found it necessary to let some of the great ovens cool off. After the fires were rebuilt it was about a week before they could be sure of the uniformity of the bread baked in those ovens. This merely demonstrates to the housewife the necessity for giving time and attention to her oven when she intends to bake.

When the cake comes out of the oven cracked it has been subjected to too great a heat at first. The cake baked so quickly at first that the gases did not have a chance to escape, and finally when formed in enough volume, they broke through the top, leaving a great crack. When the oven is unevenly heated the cake either rises up in the middle or on either side, making it impossible to make an even layer or to frost a loaf cake to advantage. When the cake "falls" it is because the oven has been too suddenly cooled or the cake jarred.

HOUSEHOLD WISDOM

Hard-boiled eggs chopped fine and mixed with mustard, a little cream and seasoning will make a delicious sandwich.

It is a good idea to save, if possible, a definite sum for furniture replacements. This applies especially to the keeper of a new house.

New blankets should be shaken and soaked in cold water overnight to take out the sulphur dressing and make them more easily washed.

Whenever possible save the green leaves of a head of lettuce for egg salad, while the hearts are kept for the tomato, fruit and other salads.

A weak solution of turpentine poured down the water pipes once a week will drive the water bugs away.

Shabby oak should be brushed over with warm beer and when thoroughly dry polished with beeswax and turpentine.

Furs that have become fat and oily looking about the neck may be made fresh and like new by rubbing the fur the wrong way with a hot iron. Furs that have been wet should never be hung in front of the stove or an open fire to dry.

For mud stains on dresses dissolve a little carbonate of soda in water and with it wash the mud stains. Another plan is to rub the stains with a cut raw potato, afterward removing the potato juice by rubbing it with a flannel dipped in water.

In cold weather put the clothespins in a pan and set in the oven until they are hot. Then the fingers will not suffer when hanging out the clothes, especially if the clothes are rinsed out the last time in warm water.

To clean bamboo furniture use a brush dipped in warm water and salt. The salt prevents the bamboo from turning color.

If lemons are warmed before they are squeezed nearly double the quantity of juice will be obtained.

If you want to save gas, remember that a sheet of tin placed over the smallest gas jet will heat two flatirons as quickly as if two jets were used.

Muslin and cotton goods can be rendered fireproof by putting an ounce of alum in the last rinsing water, or by putting it in the starch.

A mousehole can be effectually stopped for all time by pasting over it a piece of cloth which has been liberally sprinkled with red pepper.

Effective Dishcloth.

In knitting dishcloths it is a good plan to put in several rows of hard-twisted cord. This hard portion will clean many surfaces on which it is not advisable to use scouring soaps or metal.

For Dirty Work.

A good way to keep the hands soft and white is to wash them quite clean, then rub in a little vaseline before doing any very dirty work, such as cleaning floors, etc. Tried with great satisfaction.

Eggplant Fritters.

Soak the pieces two hours in milk; dry and fry, using the following recipe for fritter batter: One cupful flour, two teaspoonfuls of baking powder, one-quarter teaspoonful salt, one-quarter cupful milk, two eggs, one tablespoonful lemon juice. Sift the dry ingredients; add the well-beaten eggs, lemon juice and milk. Beat well. Prepare a few hours ahead.

To clean lamp burners wash them in wood ashes and water and they will come out clean and bright.

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You Go
Everywhere
They Know



Alabastine

FOR 35 years Alabastine has been the choice of housewives who take particular pride in the decoration of their homes.

For 35 years Alabastine has been sold everywhere by paint, hardware, drug, and general stores. It is known by dealers and users alike as the "tint beautiful" for walls and ceilings.

Alabastine is a dry powder that mixes perfectly in cold water. You can apply it yourself or your local painter will do the work reasonably. Be sure that you get Alabastine brought on the job in properly labeled packages.

Free Color Plans

The best decorators advise the use of stencils to produce contrasting wall and ceiling borders. Ordinarily, stencils cost from 50 cents to \$3.00 each; but if you will write for the free "Alabastine Packet," containing hand-colored proofs of 12 of the very latest stencil effects, we will tell you how you can have your choice of these and 500 others at practically no expense. Write today for this absolutely free decorating service.

Alabastine Co.

386 Gravelle Rd. Grand Rapids, Mich.

Leap Year Victims.

"Young man," said the stern father, "you have been calling on my daughter for some time now, and I would like to know your intentions."

"Oh, my intentions are all right," replied the young man. "Your daughter proposed to me last night, and we are to be spliced next month. See?"

Kidney Medicine That Stands the Highest

Some twelve years ago I began handling Dr. Kilmer's Swamp-Root, and we have heard nothing but praise for it as it seems to give entire satisfaction in every instance. From the manner in which customers speak of your remedy, we have learned to place sufficient confidence in it to recommend Swamp-Root above all other kidney remedies. From the demand I judge it to be the most generally used kidney medicine in this country, and reports regarding it are always favorable.

Very truly yours,

C. H. McCoy, Jr.,

South Heights Pharmacy,

702 Porter St. San Antonio, Texas.

Jan. 11th, 1916.

Letter to
Dr. Kilmer & Co.
Binghamton, N. Y.

Prove What Swamp-Root Will Do For You. Send ten cents to Dr. Kilmer & Co., Binghamton, N. Y., for a sample size bottle. It will convince anyone. You will also receive a booklet of valuable information, telling about the kidneys and bladder. When writing, be sure and mention this paper. Regular fifty-cent and one-dollar size bottles for sale at all drug stores.—Adv.

Just a Way They Have.

"Say, conductor," remarked the inquisitive passenger, "in speaking of time, which is proper, 'a quarter to six' or 'a quarter of six'?"

"I'm sure I don't know," replied the railroad man. "I always say '5:45.'"

To Drive Out Malaria

And Build Up The System. Take the Old Standard GROVE'S TASTELESS CHILL TONIC. You know what you are taking, as the formula is printed on every label, showing it is Quinine and Iron in a tasteless form. The Quinine drives out malaria, the Iron builds up the system. 50 cents.

At forty a man knows about half as much as he thought he knew at twenty.

Most men who make hay while the sun shines make it for other people.

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